

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

CB36E

SUBDIVISION: City of Reading CODE# 061-65732

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 10 / 00

CONTACT: William R. McCormick PHONE # (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-5500 E-MAIL jvatter@jmaconsult.com

PROJECT NAME: Hunt Road Slip Correction Phase II

SUBDIVISION TYPE

(Check only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 469,400
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 588,225.00

FUNDING REQUESTED: \$ 469,400.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 469,400.00 LOAN ASSISTANCE: \$ _____
SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.
RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
\$ _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING:

Loan Interest Rate:

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____ / ____ / ____

SCIP Loan _____ RLP Loan _____

2000 SEP 22 PM 12:36

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.)	Basic Engineering Services:	\$	_____	.00
	Preliminary Design	\$	_____	.00
	Final Design	\$	_____	.00
	Bidding	\$	_____	.00
	Construction Phase	\$	_____	.00
	Additional Engineering Services	\$	_____	.00
	*Identify services and costs below.			
b.)	Acquisition Expenses:			
	Land and/or Right-of-Way	\$	_____	.00
c.)	Construction Costs:	\$	588,225	.00
d.)	Equipment Purchased Directly:	\$	_____	.00
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$	_____	.00
f.)	Construction Contingencies:	\$	_____	.00
g.)	TOTAL ESTIMATED COSTS:	\$	588,225	.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 **PROJECT FINANCIAL RESOURCES:**
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u>58.825 .00</u>	<u>10</u>
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER <u> MRF </u>	\$ <u>60.000 .00</u>	<u>10</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>118.825 .00</u>	<u>20</u>
d.) OPWC Funds		
1. Grant	\$ <u>469.400 .00</u>	<u>80</u>
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>469.400 .00</u>	<u>80</u>
TOTAL FINANCIAL RESOURCES:	\$ <u>588.225 .00</u>	<u>100%</u>

1.3 **AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:
 STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Hunt Road Slip Correction Phase II

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is located in the City of Reading and consists of Hunt Road between Columbia and Heile. Please see attached location map.

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

- 1.) Remove and replace roadway and curbs (sidewalk to be poured integral on one side of curb).
- 2.) Repair slip with engineered structural fill
- 3.) Full depth asphaltic roadway section
- 4.) Construct pier wall s on creek side
- 5.) Replace and increase catch basins and inlet lines.
- 6.) Construct underdrains to protect new roadway.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the proposed project is 1100 LF. The width of the existing roadway is 33 feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 8172 Year: 2000 Projected ADT: same Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ <u>588,225.00</u>
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ <u> .00</u>

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>12 / 01 /00</u>	<u>04 /01 /01</u>
4.2 Bid Advertisement and Award:	<u>06 /01 /01</u>	<u>06/21 /01</u>
4.3 Construction:	<u>07/01 /01</u>	<u>06 /01 /02</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA / /</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	<u>Earl Schmidt</u>
TITLE	<u>Mayor</u>
STREET	<u>1000 Market Street</u>
CITY/ZIP	<u>Cincinnati, OH 45215</u>
PHONE	<u>(513) 733-3725</u>
FAX	<u>(513) 733-2077</u>
E-MAIL	

5.2 CHIEF FINANCIAL

OFFICER	<u>Douglas Sand</u>
TITLE	<u>Auditor</u>
STREET	<u>1000 Market Street</u>
CITY/ZIP	<u>Cincinnati, OH 45215</u>
PHONE	<u>(513) 733-37525</u>
FAX	<u>(513) 733-2077</u>
E-MAIL	

5.3 PROJECT MANAGER

TITLE	<u>Gerald R. Glaser</u>
	<u>Chief of Public Works</u>
STREET	<u>1000 Market Street</u>
CITY/ZIP	<u>Cincinnati, Ohio 45215</u>
PHONE	<u>(513) 733-3725</u>
FAX	<u>(513) 733-2077</u>
E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [] A cooperation agreement (if the project involves more than one
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature, subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

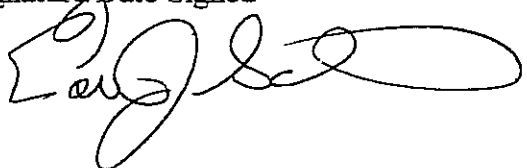
The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Certifying Representative (Type or Print Name and Title)

MAYOR EARL J. SCHMIDT

Signature/Date Signed

 8/18/00

PROJECT: HUNT ROAD REHABILITATION
ENG. EST.: \$588,225.00

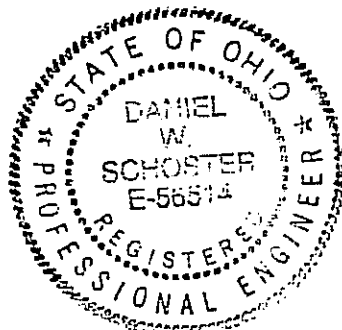
ENGINEER'S
ESTIMATE

DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
REMOVE & REPLACE ROADWAY REPLACE WITH ENGINEERED STRUCTURAL FILL	CY	330	\$ 100.00	\$ 33,000.00
REMOVAL OF EX. ROADWAY	SY	4,000	\$ 10.00	\$ 40,000.00
REMOVE & REPLACE CURB AND SIDEWALK (INTEGRAL POUR ONE SIDE) APRONS	LF	2,100	\$ 20.00	\$ 42,000.00
REMOVE & REPLACE CURB (CREEK SIDE)	SY	240	\$ 40.00	\$ 9,600.00
EMBANKMENT	LF	1,050	\$ 10.00	\$ 10,500.00
GEOGRID TENSAR	CY	2,000	\$ 10.00	\$ 20,000.00
GRANULAR BASE	SY	3,500	\$ 5.00	\$ 17,500.00
ASPHALTIC BASE COURSE	CY	650	\$ 35.00	\$ 22,750.00
LEVEL COURSE	CY	650	\$ 70.00	\$ 45,500.00
WEARING SURFACE	CY	350	\$ 85.00	\$ 29,750.00
UNDERDRAINS	CY	425	\$ 85.00	\$ 36,125.00
CATCH BASINS	LF	1,000	\$ 15.00	\$ 15,000.00
STORM MANHOLES	EA	24	\$ 1,500.00	\$ 36,000.00
STORM SEWER	EA	10	\$ 2,500.00	\$ 25,000.00
PIERS	LF	600	\$ 75.00	\$ 45,000.00
RIP RAP	LS	1	\$ 150,000.00	\$ 150,000.00
	CY	300	\$ 35.00	\$ 10,500.00

TOTAL ESTIMATED COST \$588,225.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.


DANIEL W. SCHOSTER, P.E.



Mayor
EARL J. SCHMIDT
Safety-Service Director
MICHAEL A. RAHALL
Law Director
DAVID T. STEVENSON
Auditor
DOUGLAS G. SAND
Treasurer
MELVIN T. GERTZ



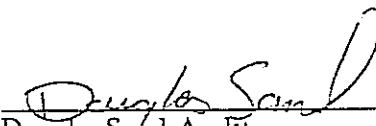
City of Reading, Ohio

1000 Market Street, Reading
Cincinnati, Ohio 45215-3283
Telephone: 513-733-3725
FAX: 513-733-2077

President of Council
ALBERT ELMLINGER, JR.
Council-At-Large
ROBERT "BO" BEMMES
ANTHONY J. GERTZ
THOMAS E. PENNEKAMP
Council Ward I
RUSS WULF
Council Ward II
JAMES PFENNIG
Council Ward III
KEVIN A. PARKER
Council Ward IV
KENNETH NORDIN
Clerk of Council
PAT LAPPLE

STATUS OF FUNDS CERTIFICATION

The City of Reading will utilize \$60,000.00 from the Municipal Road Fund and \$58,825.00 from the Motor Vehicle Permissive Tax Fund for its participation in the Hunt Road Slip Correction Phase II Project.


Douglas Sand, Auditor
City of Reading

9.19.2000
Date

ORDINANCE #2000 - 63

AN ORDINANCE AUTHORIZING THE SAFETY/SERVICE
DIRECTOR TO SUBMIT AN APPLICATION TO THE OHIO
PUBLIC WORKS COMMISSION FOR STATE ISSUE II/STATE
CAPITAL IMPROVEMENT PROGRAM (S.C.I.P)
AND DECLARING AN EMERGENCY

BE IT ORDAINED by the Council of the City of Reading, Ohio:

SECTION I: That the Council of the City of Reading finds it necessary and in the best interest of the City to authorize the Safety/Service Director to submit an application to the Ohio Public Works Commission for monies and, by reason thereof, authorization is hereby given the Safety/Service Director to make such an application. The funds are to be utilized for Hunt Road Reconstruction and Columbia Avenue Reconstruction.

SECTION II: The Safety/Service Director is further authorized to enter into any agreements for awards by the Ohio Public Works Commission, after first obtaining proper approval from City Council. The Safety/Service Director is to abide by all the provisions of Chapter 164 of the Ohio Revised Code and Chapter 164.1 of the Ohio Administrative Code.

SECTION III: This Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health and safety; the reason for the emergency being that the application to the Ohio Public Works Commission must be made immediately for Reading's application to be considered.

THEREFORE, this Ordinance shall take effect and be in force immediately from and after its passage.

Passed this 18th day of July, 2000.

Proposed by: Administration

ATTEST:

[Signature]
President of Council

[Signature]
Clerk of Council

Approved July 18th, 2000

[Signature]
Mayor

Approved as to form:

[Signature]
David F. Stevenson
Law Director
ORD2000

I, Pat Lapple, Clerk of Council of the City of Reading, Ohio, do hereby certify the foregoing Ordinance to be a true and correct copy of Ordinance #2000-63, passed by the Council of the City of Reading, Ohio at a REGULAR meeting on July 18, 2000.

[Signature]
Clerk

ROLL CALL

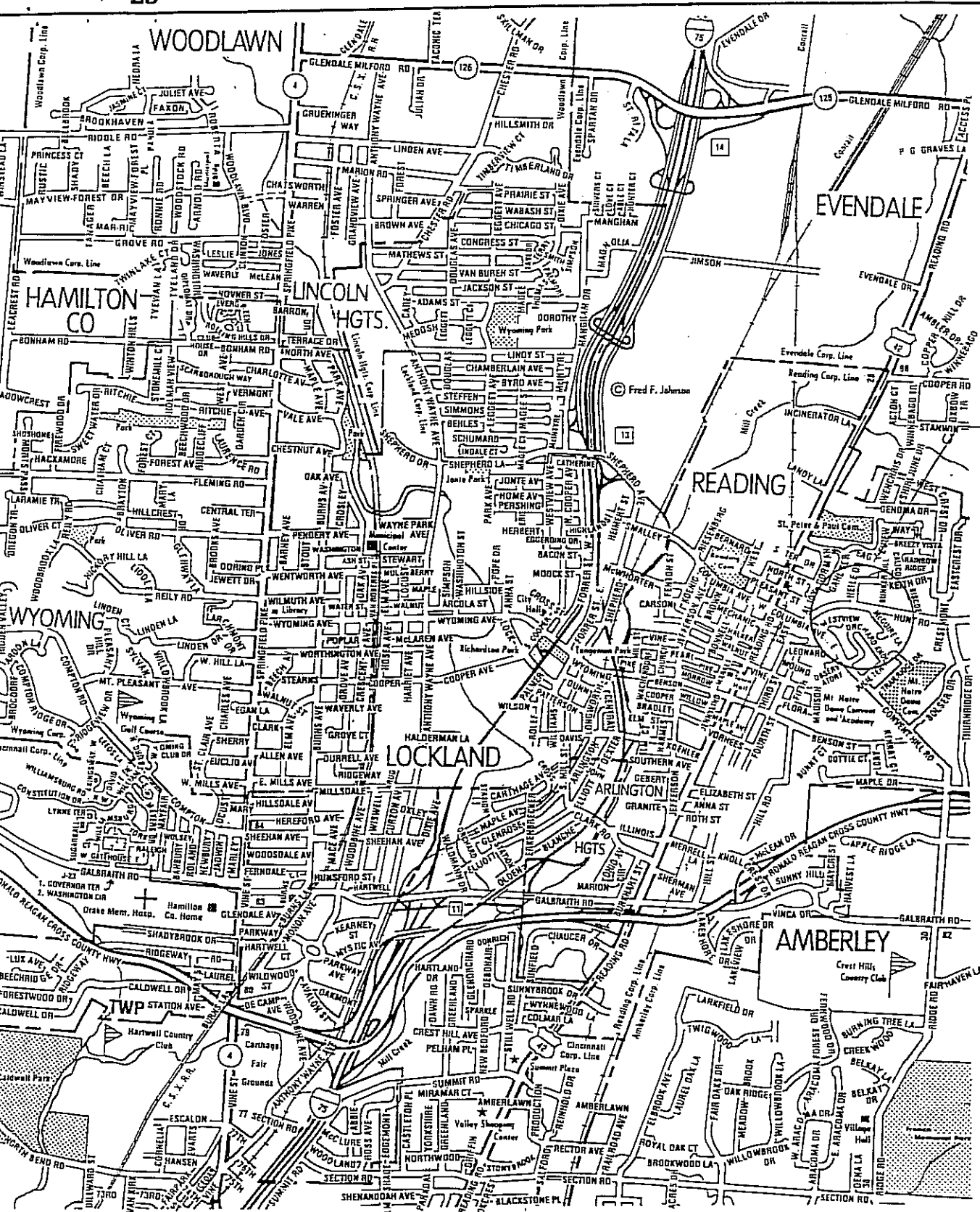
	Y	N	ABS
WULF			
PENNIS			
PARKER			
NORDIN			
PENNEKAMP			
GERTZ			
DEMMES			
YES			
NO			
ABSTAIN			

Adopted 293rd July

ROLL CALL

	Y	N	ABS
WULF			
PENNIS			
PARKER			
NORDIN			
PENNEKAMP			
GERTZ			
DEMMES			
YES			
NO			
ABSTAIN			

Adopted



E

F
PROJECT
LOCATION

H

J

K

ORDINANCE #2000-62

AN ORDINANCE DIRECTING THE SAFETY/SERVICE
DIRECTOR TO SET A WEIGHT LIMIT OF EIGHT TONS
ON HUNT ROAD AND DECLARING AN EMERGENCY

BE IT ORDAINED by the Council of the City of Reading, Ohio:


SECTION I: That the Council of the City of Reading finds it necessary and in the best interest of the City, due to the roadway slipping, and based upon an engineering study which includes a subsurface investigation report, to direct the Safety/Service Director is to post a weight limit of eight (8) tons.

SECTION II: This Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health and safety; the reason for the emergency is that the weight limit is necessary to ensure the safety of the traveling public on Hunt Road and to receive a grant for repairs.

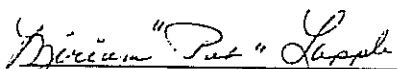
THEREFORE, this Ordinance shall take effect and be in force immediately from and after its passage.

Passed this 18th day of July, 2000.

Proposed by: Administration


President of Council

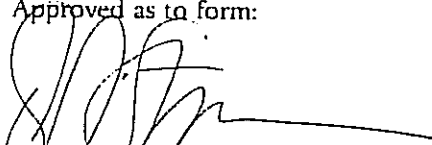
ATTEST:


Clerk of Council

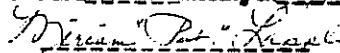
Approved July 18th, 2000


Mayor

Approved as to form:


David T. Stevenson
Law Director
ORD2000

I, Pat Lapple, Clerk of Council of the City of Reading, Ohio, do hereby certify the foregoing Ordinance to be a true and correct copy of Ordinance #2000-62 passed by the Council of the City of Reading, Ohio at a REGULAR meeting on 7/18, 2000


Clerk

ROLL CALL

Sup 243

	Y	N	ABS
WOLF	✓		
PENNICK	✓		
PARKER	✓		
NORDEN	✓		
PENNEKAMP	✓		
GERTZ	✓		
BEMMES	✓		
1 YES			NO ABSTAIN

ROLL CALL

	Y	N	ABS
WOLF	✓		
PENNICK	✓		
PARKER	✓		
NORDEN	✓		
PENNEKAMP	✓		
GERTZ	✓		
BEMMES	✓		
1 YES			NO ABSTAIN

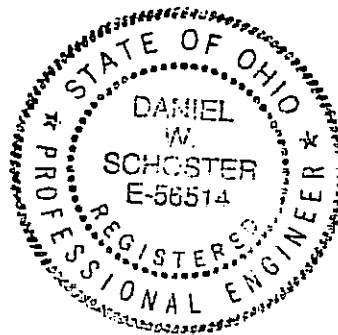
Adopt

TRAFFIC COUNT CERTIFICATION

This is to certify that the traffic count on Hunt Road is 8,172 users per day.



Daniel W. Schoster, P.E.



ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing facility is in failed condition (SEE ATTACHED GEOTECHNICAL REPORT). The City has implemented a weight ban on this road. The pavement is exhibiting severe buckling and slippage. Differential settlement is in excess of 4"-6". If the pavement were to continue sliding the road will have to be closed.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Public safety is a major concern. Currently, vehicles must cross the centerline in order to avoid the slip area. This creates potential head-on collisions. With the truck ban on Hunt and Columbia Avenue, trucks must come down Benson Street which has two schools located on it. Residents are fearful that students could be injured due to the increased truck traffic by the schools. If the road were closed, emergency vehicles would have to be routed on a 3 mile detour which would decrease the response time. Correction of the slip will eliminate these safety concerns.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The overall health of the residents will be improved by correcting a potential safety hazard. Emergency response time will not be interrupted if the improvement is completed.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Hunt Road Slip Correction #2

Priority 2 Columbia Road Reconstruction

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

If this project is not completed it could effect commerce throughout the Mill Creek Valley. Trucks will have to find new routes to get from Reading to Blue Ash.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

MRF - \$60,000.00

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

None

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

- a.) Are preliminary plans or engineering completed? Yes _____ No X N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how

many are:

Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 6 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Yes. Hunt Road is a major thoroughfare between the City of Blue Ash and the City of Reading. It is one of the main commerce routes between the two cities and for the entire Mill Creek Valley.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

Yes – The City has implemented an 8 ton weight ban on Hunt Road. This ban will be removed once the pierwalls are constructed. This ban allows only 4-wheeled vehicles to traverse the road.

Will the ban be removed after the project is completed? Yes X No _____
N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 6810 X 1.20 = 8172 Users/Sewer: Homes _____
4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax yes

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 15 - PROGRAM YEAR 2001
PROJECT SELECTION CRITERIA
JULY 1, 2001 TO JUNE 30, 2002**

NAME OF APPLICANT: Reedmy

NAME OF PROJECT: Hunt Rd L.S.C.

RATING TEAM: 4

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- ☒ 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

Appeal Score

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- ☒ 10 - Minimal importance
- 0 - No measurable impact

Appeal Score

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- ☒ 0 - No measurable impact

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

5) Will the completed project generate user fees or assessments?

- ☒ 10 - No
- 0 - Yes

Appeal Score

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

☒ 0 – The project will not impact development

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

☒ 2 – 10% to 19.99%

0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

☒ 2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

10 – Project design is for future demand.

Appeal Score

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

☒ 2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

☒ 5 – Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13

3 – Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13

0 – Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

Appeal Score

8 –

☒ 6 – Moderate impact

4 –

2 – Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

☒ 4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

☒ 8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

0 1
40 1

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

☒ 6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

☒ 3 - One of the above

0 - None of the above

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR36 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.